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Transport Workers

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BULLETIN



Defending Our Sisters

President John Samuelson blasts MTA at press conference for protecting manager accused of multiple sexual harassment incidents. Details page 4.

‘Other Things’ That Matter

OUR CONTRACT MATTERS, A LOT. BUT OTHER THINGS MATTER TOO. THERE IS A FULL REPORT on where we are in our contract negotiations beginning in the centerfold of this edition of the *Bulletin*. Please read in carefully. A lot has happened. But what I want to do here is address some of the “other things.”

A dirty little secret at the MTA has been the mistreatment of female transit workers. Our women have been forced to deal with lousy rest facilities, sometimes no rest facilities, disrespect, suggestive language and taunting, and sexual harassment for years. This reached a new level in recent weeks at Kingsbridge Depot where a supervisor licked the face of one of our female Operators. The difference in this incident is that our Operator came forward immediately. Others followed, and we as a leadership and organization pushed it out in the public eye with a well-publicized press conference in the lobby of 2 Broadway (see page 4 for full details).

I applaud our Sisters for their courage in outing this supervisor, who should have been immediately suspended, as would one of our members in similar circumstances.

Where this all goes remains to be seen. But I can assure all our members, male and female, that we in Local 100 are not letting it go. The men of this union, which includes myself, have a responsibility to support our Sisters on the job because we know that management won’t, and because they are our Sisters. As union members, we talk endlessly about fairness, respect and equality on the job. Sexual harassment has no place in any workplace, but especially in a workplace so public and so important to the people of the City of New York as our public transportation system.

We are aggressively addressing what we can address on these issues through the current collective bargaining process. Also, our Women’s Committee is doing an outstanding job advocating for their Sisters, and encouraging women in transit to step forward and become activists in the union.

Cuomo Responds to Assaults

Another one of the “other things” I want to address is assaults on our members. We, along with the MTA, sponsored a special conference on this issue at City Tech College in Brooklyn in May. The conference could not have happened without the union’s relentless advocacy to end this scourge against our members, especially our Bus Operators, Conductors and Cleaners. The conference (see pages 10-11 for details) produced immediate, and very important results.

Gov. Cuomo ordered the MTA to implement a cash rewards program of up to \$2,000 for passengers who come forward with tips leading to the arrest of those who assault a transit worker. This was one of the ideas advanced by the union at the Conference,

The program will not end assaults on our members. But if enough people turn in other passengers for these acts against our members, the cumulative effect will be a drop in frequency. As we move into the summer months, I want to offer my best wishes for a safe July and August for you and your families. This will not be a restful summer for our union. We will continue to press hard for a decent contract for transit workers. You have shown great patience and solidarity with the process. I thank you all for that and promise our best efforts to bring this to a successful close.



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4

Union Demands Respect, Justice For Female Transit Workers

*MTA Fails to Discipline Supervisor Accused
In Multiple Harassment Acts*

5

All Back, Almost

*Only 22 Station Agents, from the original 453 who fell vic-
tim to former MTA Chair Jay Walder's budget axe in 2010,
are finally back on the job. One of them is Lynette Silva.*

6

Support American Airlines Workers

*Local 100 members turned out in big numbers in April to
support brother and sister TWU members at American
Airlines as they face tough times in bankruptcy court.*

8-9

Standing With Obama

*The Local 100 Executive Board officially endorsed President
Obama in what is shaping up to be difficult fight with Mitt
Romney. Photo shows President Obama with AFL-CIO
President Richard Trumka. The national AFL-CIO also
endorsed President Obama.*

23

Local 100 Marches in Selma

*TWU sent a delegation of Local 100 officers and members
to take part in the 47th Anniversary celebration of the his-
toric 1965 civil rights march from Selma to Montgomery,
Alabama.*



5



6



8



23

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Union Demands Respect, Justice For Female Transit Workers

MTA Fails to Discipline Supervisor Accused In Multiple Harassment Acts

LOCAL 100 PRESIDENT JOHN Samuelsen led dozens of angry TWU Local 100 members into the MTA's lobby at 2 Broadway on May 21, 2012 to tell a press conference that at least four incidents of sexual harassment by one supervisor at Kingsbridge Depot in the Bronx has been ignored.

President Samuelsen demanded that the MTA take immediate disciplinary action against the supervisor. Conversely, he charged that had the roles been reversed "our member would have been dragged off the property in handcuffs and terminated."

"But this supervisor is still working, still collecting a check," because he is a member of supervision Samuelsen affirmed.

The story first broke in the New York Daily News on May 19 when Bus Operator Nancy Jenkins said that the supervisor in question licked her face after trying to kiss her on April 9th. Other women and one man have come forward to speak about their personal experiences of harassment from the same supervisor.

Jenkins, who told the press she felt angry and violated, reported the incident to higher management. She was told to write a statement, and was in-



Bus Operator Teresa Garcia shows emotion at press conference. The next day management flagged her for a "random."



Bus Operator Nancy Jenkins tells of her encounter at Kingsbridge.


interviewed by the MTA's office of Equal Employment Opportunity (EEO).

Teresa Garcia, also a Bus Operator at Kingsbridge who has 13 years with New York City Transit, told the press conference that the offending supervisor tried to pull her through an office window to kiss her back in January. She said she has known the supervisor since 1999, and described

him as generally being free with verbally abusive comments. She asked as the press event, "what's next?," if the supervisor is not disciplined.

Another female Bus Operator told TWU Local 100 that the supervisor had made explicit sexual comments to her in an elevator when he had her in an enclosed space with no witnesses.

MOST STATION AGENTS ARE BACK FROM LAYOFF Welcome Home!



Recent class of Station Agents take refresher course at 130 Livingston.

TRANSIT IS JUST ONE CLASS AWAY FROM REHIRING ALL of our fired Station Agents. By July, all of our Brothers and Sisters who fell victim to former MTA Chair Jay Walder's budget axe will be back in booths serving the public. In late April, 30 Station Agents were brought back and went through a refresher course at 130 Livingston Street. The program included an orientation with Local 100 Station Department officers including Executive Board member Paul Piazza, Division Chair Derrick Echevarria, and CTA Chair Joe Bermudez.


Many S/A's were thrilled to be coming back before their unemployment ran out. For most S/A's, the time out of work was a patchwork of temporary jobs, reliance on family, and cutting corners to make it. Many put resumes out and tried to find

work, but weren't successful. Some lucky ones found other jobs outside of transit, clearing the way for those lower down on the list to return faster. Some accepted Cleaner positions temporarily, before being reinstated as S/A's.

Local 100 President John Samuelsen said that the return of the final laid off Agents "underscores leadership's decision to stand strong against Jay Walder's attempts to blackmail us into giving up the 3 percent raise in the final year of our agreement."

"All of our Brothers and Sisters will soon be back on the job, with a higher rate of pay than when they left. And all 35,000 of our members in TA, OA and MTA Bus are enjoying the benefits of the extra 3 percent in their paychecks," he concluded.

In all, 453 were laid low by Jay Walder. It was an unnecessary exercise in budget cutting which the MTA will likely live to regret. Since the removal of over a hundred token booths from the transit system, fare evasion has skyrocketed and long lines of angry tourists trying to make sense of the MetroCard vending machines are a daily sight in midtown Manhattan. The system has been stripped of much of its human presence.



Happy returning Station Agents are interviewed by New York 1 news outside 130 Livingston.

Local 100 Supports Workers 'Bankrupt' American

LOCAL 100 MEMBERS AND OFFICERS JOINED TWU BROTHERS AND SISTERS from American Airlines and members of the Association of Professional Flight Attendants at a rally on April 23 to denounce the airline's plan to use bankruptcy court to slash jobs and gut labor agreements.

The rally took place at Battery Park, a short walk from U.S. Bankruptcy Court, where American Airlines management planned to ask a judge to abrogate the contract covering 55,000 workers, including pilots, flight attendants and TWU-represented mechanics, stores, baggage handlers, cabin cleaners, dispatchers and other titles.

Local 100 President John Samuelson pledged the Local's support for labor's fight against the carrier, and condemned American's tactics as the "latest attack on workers across this country, both public and private sector."

TWU International President James C. Little labeled the bankruptcy proceed-

ings "a crime scene," and he slammed management for taking the company unnecessarily into bankruptcy court. "In Europe, when a company files for bankruptcy the first thing the court does is remove the management team that put them there," said Little. "We gave American our blood, sweat, tears and our money – and this is what we get."

APFA President Laura Glading echoed Little's words. "We sacrificed so much to save this company," she said. "Years of greed have caught up with AMR and brought us all to this point," she said.

The three major unions at American

all oppose the company's reorganization plan which would slash thousands of jobs, close maintenance bases and cut capacity. Instead, labor is supporting a competing plan for a merger between American and US Airways.

In a joint letter to the AMR Board of Directors, the unions declared that the US Airways plan would benefit customers, creditors and employees alike. The union also said that they had reached tentative contractual agreements with US Airways as a demonstration of labor's support for the US Airways option. It is believed that the US Airways proposal would save 6,200 more jobs than American's bare bones plan.

A decision by the bankruptcy judge on the company's reorganization could come by early June.



Photos show rally in support of American Airlines workers. Top left, President Samuelson addresses the crowd.



MTA's 2 Broadway Boondoggie Is 'Money Thrown Away'

ANYONE WHO THINKS THE MTA IS CONTROLLING COSTS should look into the decision to give up its former headquarters building at 370 Jay Street to NYU for a high-tech campus building. The move makes no sense.

Why abandon a valuable asset worth half a billion dollars – for which the MTA pays a yearly rent of \$1 to the City of New York – and get nothing in return. The MTA claims it is consolidating office space, moving more personnel into its 2 Broadway building opposite the Bowling Green IRT station, but this is at tremendous cost.

The MTA has the freedom to sublet any floor or combination of floors from 2 Broadway for \$1 million a year at market rates and take advantage of low-cost space in other properties: Jay Street, 130 Livingston (which has many empty floors) and even subway mezzanines on the IND line, which have acres of empty space for crew quarters and offices. But the MTA won't listen.

Local 100 set up a website at www.mtamoneythrowaway to expose the real estate scam which the MTA is pulling instead of using the spaces it already owns to its best advantage. The 2 Broadway story, which began in 1998 with mobbed-up construction companies having free rein with No-Show jobs. The MTA paid an eye-popping \$845 million to renovate a building they didn't own. The agency continues to dish out \$63 million a year for a 49-year lease.

One man who's angry about the 2 Broadway story is Brooklyn Assemblyman Peter Abbate, who has sponsored a bill in the Assembly prohibiting the MTA from entering into new lease agreements when it has available space in buildings it already owns. We may be too late to unwind the 2 Broadway mess. But at least we can make sure that

the MTA doesn't do any backroom deals to enrich another landlord at the public's expense.

The "MTA, Money Thrown Away" campaign has also shown up the MTA for being penny-wise and pound-foolish in a contract year – a big surprise to our members, no doubt. MTA execs should be willing to part with their million-dollar views for more

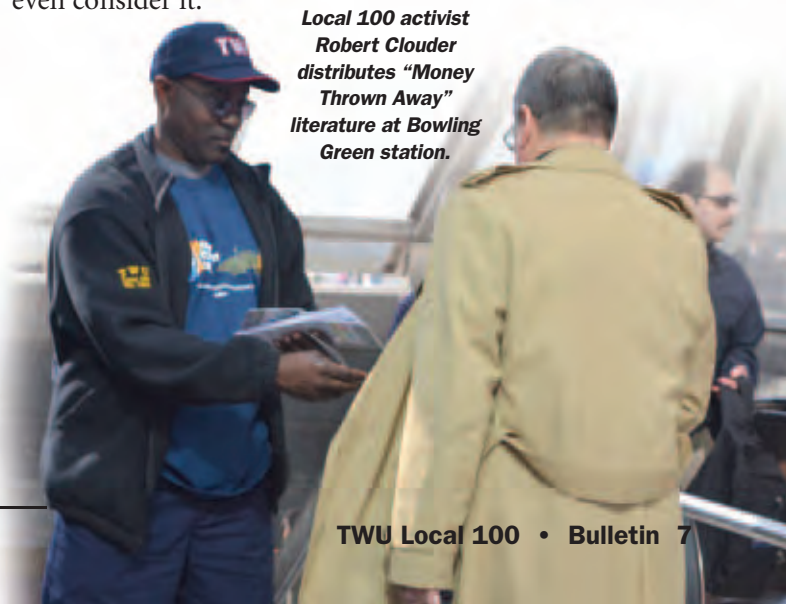
modest accommodations back in Brooklyn. Subletting 2 Broadway makes a good deal of sense – but the MTA won't even consider it.

What's the UGLY SECRET behind the 370 Jay giveaway?

THEY got fancy office space at 2 Broadway. YOU got service cuts & fare increases to come.

Option	Cost
MTA spent \$600 million to renovate 370 Jay for \$600 million, creating a state of the art new building.	\$600M
They could have subletted the fancy office tower that will cost \$4 billion over its lease. Save riders a bundle and stop service cuts and fare increases now!	\$4B RENTED
What the MTA pays now:	\$1
Would cost to renovate:	\$60M

Local 100 activist Robert Clouder distributes "Money Thrown Away" literature at Bowling Green station.





EXECUTIVE BOARD ENDORSES 2ND TERM FOR PRESIDENT OBAMA

GET READY TO Rumble

THE LOCAL 100 EXECUTIVE BOARD JOINED THE TWU International, the national AFL-CIO and several International Unions in an early endorsement of President Obama's re-election campaign. The Board voted 35-1-1 for the endorsement at its regularly scheduled meeting on March 30, 2012. It's shaping up to be a bruising battle against Mitt Romney, who will have unlimited sources of money for the campaign.

Local 100 President John Samuelsen said of the endorsement: "We have been working hard to recover from the disaster Wall Street created. This is no time to hand the White House back to a candidate pledged to the privileges of the one percent."

In a letter to President Obama at his campaign headquarters in Chicago, Samuelsen pledged that the union "will do everything in our power to assist you in putting forth a vision for America which protects and advances working families as it relates to the major issues facing our country."

"Our union is keenly aware of the many challenges confronting the public sector in America," Samuelsen continued, as he compared Local 100's present confrontation with the MTA for a fair contract to the larger issue for worker fairness across America. "We believe that our struggle for economic justice for a crucial part of New York City's workforce is a microcosm of your stand against the forces on the right that seek to divide America by race, economic status and religion," Samuelsen declared.

AFL-CIO Cites Shared Values

On March 13, 2012 the AFL-CIO Executive Board "voted proudly and enthusiastically" to endorse Obama for a second term. AFL-CIO President Rich Trumka said: "With our endorsement, we affirm our faith in him – and pledge

to work with him through the election and his second term to restore fairness, security and shared prosperity."

"While President Obama has placed his faith in America's working men and women to lead our country to economic recovery, Mitt Romney has pledged loyalty to Wall Street and the 1%," Trumka continued.

"President Obama has worked hard to create good jobs; he has made the revival of the manufacturing sector a hallmark of his jobs agenda; he has moved aggressively to protect workers' rights, pay and health and safety on the job; he has worked for a fair resolution of the housing crisis; and he put his confidence and administration unequivocally behind the workers and companies in the American auto industry—a move that saved hundreds of thousands of jobs and is helping to revive the economy now and for the future," Trumka concluded.

Romney Attacks Unions

Speaking to a crowd at a campaign stop recently in Lansing, Michigan, GOP candidate Romney took a swipe at both President Obama and unions, saying the President "takes his marching orders" from unions that cost American jobs.

"Liberalism once taught that unions would ensure lasting prosperity for workers," Romney said at Lansing Community College. "Instead, they too often contributed to disappearing companies, disappearing industries and disappearing jobs. But like many politicians of the past, President Obama takes his marching orders from union bosses."

Labor Support Crucial

While President Obama won the 2008 election with a fair amount of ease, 2012 will be tighter. Some polls have the race a dead heat. Others have Obama with a slight lead, and is ahead in key battleground states like Ohio.

"Activism and volunteerism among union members could very well be a deciding factor in the election," concluded Local 100 President Samuelsen.

An Assault On: Assault

Gov. Cuomo Responds; Supports 'Transit Watch' Rewards Plan

A COORDINATED EFFORT TO PUT THE DAYS OF BUS AND SUBWAY ASSAULTS in the rearview mirror is taking place now, spearheaded by TWU Local 100 in association with the MTA, the Amalgamated Transit Union, the City's five District Attorneys and the Transit Bureau of the NYPD. The campaign was the subject of the first National Transit Workers Assault Conference on May 10, 2012 at City Tech (CUNY) in downtown Brooklyn.

As the Bulletin went to press, Gov. Andrew Cuomo, reacting to the high-profile conference, implemented on suggestion immediately by inaugurating

a rewards program that will pay tipsters up to \$2,000 for information leading to the apprehension of persons assaulting transit workers.

Attacks in the subways were up by 16% from January through October for 2011 over 2010, and in buses there were 74 assaults in 2011 against 63 for the same period in 2010 – also a 16% increase. Those statistics only include incidents where workers were injured and the assailant faced a possible felony charge under state law. Other assaults, including spitting, are also increasing. According to the State Department of Occupational Safety and Health, there were four assaults per week in 2010 and five per week in 2011.

TWU Local 100 President John Samuelsen summoned up the anger of many when he bluntly told an audience of transit workers, law enforcers, and transit executives that if “four or five cops or firefighters were assaulted every week, the City would call in the National Guard.”

By contrast, there has been little alarm over rising transit worker assaults. Part of the problem, one District Attorney (Daniel Donovan from Staten Island) noted, is that transit workers generally work alone – so there is no partner, or squad, to see the attack as it goes down. Without the automatic credibility of a live witness, attacks can be discounted and even disputed by management.

Stations VP Maurice Jenkins, speaking as part of a union/management panel, made a crucial point at the conference when he said, “The people who are being attacked are the face of the Authority. People are upset because service has been cut and there's no one to address except the person in the uniform.” As every cop stands for the entire force, so does every transit worker stand for the MTA – and we bear the brunt of public anger when the MTA cuts service, according to Jenkins.

Local 100 has long believed that growing assaults on our members have stemmed from at least four causes – and that an aggressive, multi-pronged strategy is necessary to get a handle on them.



Assaults on transit workers are escalating. Two who suffered at the hands of passengers are Bus Operator Marlene Bien-Aime and Conductor Sidney Coniff.

First, there were the reductions in service that took place in 2010 – the worst in a generation. With 37 bus lines and two subway lines eliminated, riders are packed into re-routed and consolidated lines.

Second, when customers lash out at bus operators, they find an easy target: the driver is just an arm's length away, and can't easily get away.

Third, the economy is not working for young people, who are statistically the most likely to vent their anger on transit workers.

Fourth, laws on the books don't seem to be doing much to stem the tide of assaults, because they are rising despite being felony offenses.

MTA CEO Joe Lhota, following Samuelsen as keynote speaker, told the conference that the MTA is spending money on tech fixes. 1,400 security cameras now in service in subways, Lhota said, will grow to 4,000, with 600 of them feeding directly into live monitoring stations. Transit is installing security camera systems in 1,000 buses, and Lhota has ordered the retrofitting of 500 buses with safety partitions to protect the driver. "Going forward, all new buses will have them," he said about the partitions.

Openness to New Ideas

Giving a lift to union officers at the conference, including OA Division 2 Chair Frank Austin, who also chairs the Bus Operators Action Committee (BOAC), is the new willingness to consider suggestions to stem assaults which would likely have been summarily shot down in the past. MTA Division of Buses Senior VP Darryl Irick said he is open to considering a reward program for information leading to the arrest and conviction of persons assaulting a transit worker, as well as to creating a "shortcode" that members of the public

can text to alert the NYPD to a witnessed assault or an assault in progress.

What was noteworthy about this conference was the breadth of interest. Four out of New York City's five District Attorneys were present, with the fifth, Robert Johnson, sending his top deputy. Each of the District Attorneys assured transit workers that any assault against one of their own while on the job was being fast-tracked inside their offices.

Local and International Presidents

Hynes said that if a bus operator suffers a cut lip or a cut above the eyes that requires sutures, that this was not a severe enough injury under current laws to net the perpetrator a conviction for assault in the second degree. He called on the Union to ramp up political action efforts to get the law changed to broaden the definition of "physical injury" in the penal law.

Queens DA Richard Brown told the unions to get laws passed that include a



Top, officials at conference, from left, John Castelli from the Brooklyn DA's office, Maurice Jenkins, Willie Rivera, Richie Davis, Local 234 President John Johnson, Harry Wills, President Samuelsen, and Danny Cassella, ATU Local 726. Bottom, Local 100 members send a message.

– including TWU Local 100's John Samuelsen, Philadelphia SEPTA TWU Local 234 President John Johnson, Jr., TWU International President Jim Little, and ATU International President Larry Hanley along with ATU Presidents Danny Cassella (726) and I. Daneek Miller (1056) also attended.

TWU Local 100 Chief of Staff Harry Wills coordinated the conference planning with MTA Director of Labor Relations Anita Miller.

Watching and listening intently were some 300 rank and file and officers from Local 100, ATU Locals 726 and 1056, and others.

Brooklyn District Attorney Charles

specific legislative mandate to go after passengers who spit on drivers so that the act can be prosecuted as an assault. Today, spitting on a transit worker is not a crime because there is no intent to cause physical injury.

Staten Island District Attorney Daniel Donovan summed up the mood of zero tolerance when he said to applause,

Staten Island District Attorney Daniel Donovan summed up the mood of zero tolerance when he said to applause, "If you assault a teacher, cop, firefighter, bus operator in my borough, you go to jail. You transit workers don't get paid enough to be assaulted when you're working."

VOTER REPRESSION LAWS: The New Poll Tax?

By David Katzman

NEW SMYRNA BEACH, FLORIDA HIGH SCHOOL TEACHER Jill Cicciarelli had students fill out voter registration forms and then handed them in to the Elections Commission. The result? She faced potentially thousands of dollars in fines for violating Florida's new election laws. Thanks to these laws, even the League of Women Voters is now afraid to run voter registration drives in Florida. As a result, the registration rate for new voters in Florida has fallen precipitously.

Florida is not alone. New laws regulating and restricting voter registration have been high in the priorities of Republican-dominated state legislatures.

Photo ID laws. Eight states have passed new laws requiring that voters present government-issued photo ID at the polls. One registered voter in ten does not have such ID, mainly among the poor and the elderly. Since September 11, 2001, that ID has become harder and more expensive to get, partly because several pieces of other ID have to be obtained first.

Restrictions on voter registration drives. Texas and Illinois have joined Florida in creating killer obstacles to voter registration conducted by third parties such as the League of Women Voters.

Reducing early voting. Five states, including Florida, have reduced or eliminated early voting. Early voting increases turnout by giving an alternative to the long lines on Election Day. This is especially important to senior citizens.

Other restrictions. Change addresses in Wisconsin and your voter registration will now be in jeopardy. Commit a felony in Florida or Iowa, pay your debt to society, and you still may never vote again. And the list goes on.

The Myth of Voting Fraud

The cover for this wave of restrictions is the claim that

voting fraud is rampant. In fact, proponents of clamping down on voting are hard-pressed to produce evidence to support the claim. When Kansas Secretary of State Kris Kobach announced that a vote was cast in 2010 by a voter who died in 1996, The Wichita Eagle went looking and found the voter very much alive. ("I don't think this is heaven, not when I'm raking leaves," the Wichita resident said.) Kobach had won office claiming that ineligible immigrants were registering to vote by the thousands. He eventually came up with one.

A well publicized case of false names on voter registration forms came in 2008 when ACORN reported that, in the course of gathering over a million registration forms, a handful of employees had padded their results by filling

out forms with false names, including Mickey Mouse and Donald Duck. But Mickey didn't vote and neither did Donald. No fraudulent vote was shown to have been cast.

A poll tax for the 21st Century?

Claims of voting fraud are based, not on any evidence, but rather on the Republican article of faith that Barack Obama could not have won the presidency otherwise.

As a result, the likes of Kobach are trying to ensure that there will be no repeat by going after the voting rights of minorities, seniors, students and the poor.

According to the Brennan Center for Justice, the new restrictions may affect a total of 5 million voters in the states where they have been implemented. Foremost among them are the photo ID laws, which impact 3.2 million.

Half a century ago, the 24th Amendment to the Constitution banned the poll tax, the notorious means for denying African Americans and poor whites the vote in Jim Crow states. The wave of restrictions on voter registration and on the ability of registered voters to cast their ballots is threatening to become a new poll tax for the 21st century. This wave needs to be halted before it sweeps away voting rights permanently.



Workplace Risk for Bus Personnel

U.S. Diesel Study Raises Health Concerns

BY ALAN SALY

EVERY INDUSTRY HAS ITS OWN HAZARDS. ADD AN INCREASED RISK OF lung cancer to the challenges faced by Bus Operators, Shifters, and Mechanics. That's the message of a joint NIOSH/NIH (*National Institute for Occupational Safety and Health and the National Institutes of Health*) study on mine workers that was finally released after a 17-year legal battle by industry interests that tried to keep the findings secret.

What does the NIOSH/NIH study on miners have to do with transit workers? It turns out that the exposures that mine workers have to diesel exhaust are comparable to the levels of diesel fumes found in some bus facilities. Mine worker exposures to diesel ranged from low (two to six micrograms of REC [respirable elemental carbon] per cubic meter of air) to high (304 micrograms or more). The study found that even at low levels of diesel exhaust exposure, the risk of lung cancer increases significantly. For workers who are exposed to between 2 and 6 micrograms on a regular basis, there is a 50% increased risk of lung cancer.


What does a 50% increased risk of getting lung cancer mean? Smoking cigarettes increases your chance of getting lung cancer ten to twenty times – that is, between 1000% and 2000%. So breathing levels of diesel exhaust like those found on Bronx streets is dangerous, but not nearly as bad as smoking.

Union Hosts Meeting

A working group of health consultants, including researchers and industrial hygienists from Mt. Sinai's Selikoff Center for Occupational and Environmental medicine, met recently at the TWU Local 100 union hall with Occupational Safety and Health Director Frank Goldsmith to review the NIOSH/NIH study in the light of transit worker exposure to diesel fumes.

A study done by Mt. Sinai in 2005 of Shifter exposure to diesel exhaust at the East New York Depot found that shifters were exposed to between 3.8 and 6.5 micrograms of elemental carbon particles, similar to levels that

Continued on next page



Here's some of the crew of the Plant and Equipment Department at East New York, with Maintenance Division Chair Joe Sclafani, standing right. They are responsible for keeping the air as clean as possible at ENY depot.

Cleaner Air at East New York, Thanks to TWU and P&E Workers

A bus mechanic from a half-century ago, visiting the East New York depot in 2012, would be in for a big surprise. Beginning in the 1940's with the war effort – and continuing for 30 years – dozens of gangs labored on long benches, fabricating absolutely everything that goes on a City bus. These workers of yesteryear built engines from the block up, transmissions, clutches, radiators, you name it. They even built the bus frames, taking great pride in their work. Many cooked meals for their buddies, not wanting to leave the shops in the drive to get out the production that built the nation's greatest transit system.

Workers back then didn't worry about – or even know about – the health effects of working amid fumes and solvents, without sunshine in the bright artificial light of the workshop, and many smoked. Today's TWU members at East New York work just as hard – but now share a growing concern about how their environment is affecting their health. The huge East New York structure, a depot and a barn combined – easily the size of two football fields – uses massive fans and blowers to suck air out of the bays and shops and vent it outside. But the remote ductwork has not been thoroughly overhauled since December of 2003. Workers say the suction isn't powerful enough to draw out fumes fast enough.



Since Mt. Sinai Hospital hygienists began monitoring air quality in NYCT depots seven years ago at the request of TWU Local 100, it has improved. Workers at East New York remember when it was hard to see the length of the big open workspace where dozens of buses stand on lifts. Part of the improvement is due to cooperation between

the Union and management, and part to the ongoing efforts of manufacturers, in response to federal rules and community complaints, to clean up vehicle exhaust.

Probably, the biggest credit goes to the plant and equipment people at East New York, who keep the fans going and the system maintained.

Today's clean burning bus technology is as big an advance over the diesel engine of the 1970's as that was over a coal-burning locomotive. But the fact remains that our members still work in conditions where air quality remains a concern, where soot and dust coats pipes and ductwork, and where some wonder how the insides of their lungs are looking after years on the job. We know a lot of proud union members made East New York their home in the past and continue to do so today. We intend to keep pressing for better air quality so the good memories stay that way.

U.S. Diesel Study

Continued from page 13

were measured in heavily trafficked bus and truck routes in Manhattan and the Bronx. On the day when the Mt. Sinai researchers came in, their report says, "ventilation was optimal: garage doors open, exhaust and supply operating, many floor and ceiling blowers in use, local exhaust in use."

That sampling took place on a Sunday night in June, when not only were fewer buses running, but fewer maintenance vehicles were being operated.



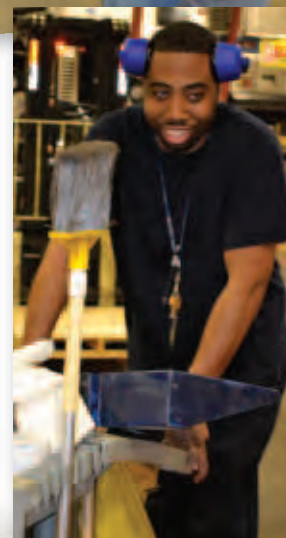


So the Mt. Sinai study may have obtained significantly lower readings on that day than one would expect on a busy weekday or in the winter, when vehicles would have to be warmed up before going on the road. Still, the Mt. Sinai study said “the shifters’ exposures on June 13 were similar to standing on extremely trafficked bus or truck routes in the Bronx or Manhattan for eight hours.”

Recommendations for reducing diesel exposure focus on two areas: improving vehicle and fuel efficiency by reducing emissions, using better exhaust filters, and increasing ventilation and the flow of clean air in the workplace. That translates into buying newer equipment, limiting the use of diesel engines in enclosed spaces, and turning them off when not in use.

If diesel exhaust exposures can’t be kept low enough, health concerns may pressure management to speed the introduction of more CNG and hybrid or electric vehicles. Dr. Frank Goldsmith says that diesel exhaust may well be seen, down the road, as a hazard similar to exposure to asbestos fibers – something to be tightly regulated, then phased out altogether.

Photos show some of the workers at East New York Depot, who depend on P&E members to clear the air of diesel fumes. Some workers must wear extra equipment to protect their lungs.



Contract Ne

From Local 100 President John Samuelson

AS WE ENTER THE FIFTH MONTH SINCE THE EXPIRATION of our contract with the MTA, I want to thank you for your patience and support during this difficult and contentious process. I also want to fill you in on where we are in negotiations, and most important, what we all must do – in unity – to achieve a fair and equitable agreement for transit workers.

At this time last year, it was clear to everyone that this negotiation was going to be a difficult and complex process. The region was in recession. NY State was in the middle of a financial crisis. Gov. Cuomo threatened to lay off thousands if their unions did not agree to major concessions. The State's two largest unions, followed by several smaller ones, accepted contracts with three years of wage freezes, huge givebacks in health care and forced unpaid furloughs.

We all knew the MTA would try to capitalize on the situation by demanding a similar contract from us. The TWU 100 Executive Board acted decisively by stating in July 2011 that Local 100 would not accept a contract like the one forced down the throats of state workers. At the same time, the Board recognized that rhetoric, no matter how militant, would not win us a good contract. The Board instead approved a multi-pronged strategy that emphasized rebuilding the membership's capacity to stand up to the MTA, identifying sources of funds for our contract, retooling our political operation in Albany and building support among New York city's working communities.

Here's a brief report :

- Our "MTA Can Pay" and "Money Thrown Away" campaigns have effectively exposed the waste in real estate dealings, and identified other revenue sources where there is money for the MTA to settle a fair con-



negotiations



tract. Our position that the MTA Can Pay was validated by arbitrator George Nicolau in the May 15, 2012 award for the 3,000 members of the ATU in Staten Island and Queens who work for NYC Transit. The award upheld Local 100's assessment that the MTA has the money to pay out fair wage increases to our members.

- Our early alliance with the Occupy Wall Street movement helped shift the political discussion from calls for austerity and worker givebacks to demands that wealthy individuals, banks and corporations pay more to resolve the crisis they created.
- We partnered with community groups and politicians to demand res-

toration of the service cuts of 2010. Union officers and stewards from the bus divisions in Manhattan, the Bronx and Brooklyn are working diligently to achieve this, with several important successes already. In the process, we build public support for our contract fight.

- The impressive presence of 2,000 TWU members in Albany demanding a fair contract in late March brought our fight to the attention of legislators across the state.
- On May 1, we underscored this success by leading a workers' march from Union Square to 2 Broadway where thousands heard our message of fairness for transit workers.

Despite all these positive accomplishments, we remain far apart in negotiations. The MTA continues to insist on a three-year wage freeze and other givebacks, especially in health care. We have not, and will not retreat from our position that transit workers deserve annual cost of living increases to keep

Continued on next page



President John Samuelson addresses huge crowd of Local 100 members at this year's Lobby Day, which served as an important vehicle to educate legislators that the "MTA Can Pay" for a reasonable contract for transit workers.



Contract Negotiations

Continued from page 17

pace with inflation. We also need an upgrade in our horrific dental plan. And we have made it clear that we will not pay for our own raises through givebacks in other areas.

Since January 15, there has been an improvement in the economy. Subway ridership is at its highest in 60 years and tourism is at record highs. In April, the State Legislature fully funded the MTA's Capital program. And for the first time in several years, the MTA received every dime of funding it is entitled to from the state. These positives underscore our position, and further weaken the MTA's case for concessions.

Contracts are rarely decided solely at the bargaining

table. Events away from the table often prove decisive. In the coming months, we will intensify our efforts to build the pressure on the MTA and the NY State government needed to win a good contract. Your support in that effort is critical. We'll be exposing how Wall Street unscrupulously bleeds the MTA's budget. We'll be building stronger coalitions with riders and community organizations, showing solidarity on the job, and demonstrating in the streets. Join me, and your sisters and brothers from throughout the Local, as we fight to win a good contract and continue to rebuild Local 100.



Top photo, Local 100 members at Lobby Day. Middle, the Black and Latino Caucus came forward in April to demand that Gov. Cuomo take the handcuffs off the MTA, and allow the agency to negotiate. Bottom, recent negotiating session at Local 100 headquarters. MTA lead negotiator Anita Miller (Dir. of Labor Relations) is at left.



Headline Headline

PURSUANT TO THE SETTLEMENT OF A LAW SUIT BY THE U.S. DEPARTMENT OF LABOR AGAINST THE INTERNATIONAL Union

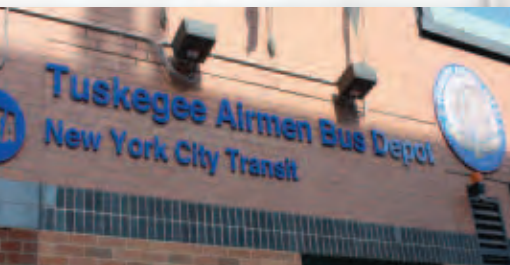
As many will recall, the union's dues check off was suspended for about two years as punishment for the short-lived strike of 2005. If check-off is not in place, under the International's Constitution, a member must pay his or her month's dues by the 15th of the month in order to be considered in good standing for that



**Larry Cary, TWU Local 100
General Counsel**

Tuskegee Airmen Land at 100th Street

TWELVE MEMBERS OF THE FAMED TUSKEGEE AIRMEN, the first African American military aviators in the U.S. Armed forces, found a safe landing zone in New York City transit and Local 100 after World War II.



Now, nearly 70 years later, their courage both in and out of uniform, has been recognized in a special way with the renaming of the 100th Street depot

on Lexington Avenue to the Tuskegee Airmen Bus Depot.

The well-attended ceremony took place on March 23 on the spacious 4th deck of the state-of-the-art facility, which was fully rebuilt in 2003.

Local 100 President John Samuelson, Vice President Brian Clarke, other officers and a host of Bus Operators and Maintainers, attended the ceremony with scores of former Tuskegee Airmen and family members, MTA Chairman Joseph Lhota and NYCT President Tom Prendergast, among many others.

Six of the intrepid group of 12 airmen made careers in transit, while the others worked in the subways for a number of years while putting themselves through college and law school.

Ten of the twelve have passed away. But Reginald T. Brewster, 94, a retired attorney who worked for transit as a Railroad Clerk while attending Fordham University, attended the ceremony. He delivered a stirring recollection of the groups' challenges in the air against Hitler's Luftwaffe, and on the ground against mistrust and discrimination. The other living member of the group, Noel Harris, was ill and could not attend.

In his remarks, President Samuelson credited the battle waged by TWU's early leaders against discrimination in the workplace for "creating a culture of acceptance and equal opportunity for all workers at New York City Transit that enabled the 12 members of the Tuskegee Airmen and so many other African Americans to find employment on the buses and subways at a time when bigotry and in-



Bus Op Chris Dolan (left) from Quill sang and National Anthem (beautifully) and Jeffrick Dean (ENY Depot) delivered the invocation.

equality ran rampant in most American workplaces.

"Since our union's founding in 1934, the hallmark of TWU Local 100 has been fighting discrimination, breaking down barriers and assuring equal opportunity for all workers," said Samuelson. "Our union's first constitution, adopted in 1937, banned discrimination in membership based on race, creed, color or national origin. This was a very important declaration that this union would not stand for bigotry, intolerance or favoritism on any property where our members worked."

Samuelson compared the union's early battles to those fought by the Tuskegee Airmen. "Like Local 100, the Tuskegee Airmen were about fighting for recognition, for equality and breaking down the barriers that existed for African Americans in the Armed Services and across America in employment, housing, access to loans and so many other

t



President John Samuelson with OA officers and members in front of the huge plaque honoring the Tuskegee Airmen. Inset, Tony Aiken greets one of the Tuskegee Airmen.



President Samuelson with OA officers and members serving in the military at the dedication ceremony.

things most Americans took for granted.”

Tuskegee veteran Roscoe Brown, President Emeritus of Bronx Community College, CUNY, spoke passionately about the group’s history and legacy.

East New York Bus Operator, Jefrick Dean, a recipient of the prestigious 2012 Sloan Public Service Award, delivered the invocation. Also, Bus Operator Chris Dolan, from the Quill Depot, sang a stirring rendition of the National Anthem at the outset of the ceremony.

In addition to a new Tuskegee Airmen Bus Depot logo overlooking Lexington Ave., a 5-foot high plaque, engraved with the names of the 12, reminds us: “We honor the service, sacrifice and achievements of the Tuskegee airmen in the face of extreme adversity. In this depot, their spirit still soars.”



Tuskegee veteran and former transit worker Reginald Brewster, former NYCT President Howard Roberts, Tuskegee vet Dr. Roscoe Brown, and Local President John Samuelson.

Events

Never on the Sidelines



Local 100 at 47th Anniversary of Selma to Montgomery March

Local 100 Secretary Treasurer Earl Phillips led a Local delegation to participate in the reenactment of the famous 1965 civil rights march from Selma to Montgomery, Alabama. Themes of the 47th anniversary, one of the seminal moments in the nation's civil rights movement, centered on current assaults on voting rights and attacks on public sector workers.



In addition to Phillips, the Local delegations included Charles Jenkins (MOW), Nicholas Lucas (CED), Vanessa Jones (Stations), Curtis Tate (RTO) and Robert Clouden (TAS). National leaders, including Rev. Jesse Jackson and Rev. Al Sharpton, attended. Photos include: (top right) Nick Lucas waiting for autograph of Amelia Boynton Robinson, legendary figure from the 1965 march; (middle) Local 100's contingent; and (bottom) Earl Phillips, right, with Rev. Jesse Jackson at march.



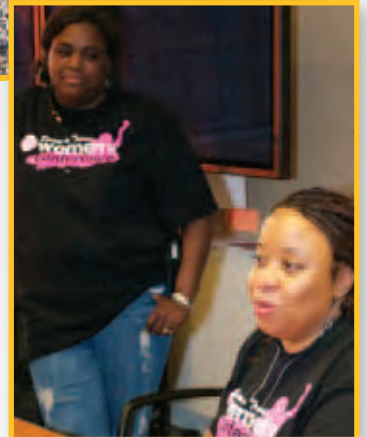
Executive Board Endorses Crowley, Jeffries for Congress

TWU's Executive Board has endorsed Elizabeth Crowley for the open seat in the 6th Congressional District in Queens, held for many years by retiring Rep. Gary Ackerman.

The Executive Board interviewed the three major Democratic candidates for the race, including Crowley, a member of the New York City Council, and Assembly members Rory Lancman and Grace Meng. In accepting the union's endorsement, Crowley announced her support for Local 100's contract fight to defeat the MTA's demands for multi-year pay freezes and cuts to member benefits. Photo shows Crowley, receiving a check from Local 100 COPE for her campaign. Presenters, from left are Secretary Treasurer Earl Phillips, PAC rep Curtis Tate and International Representative Jerome Lafragola.



Local 100 Hosts Sisters in Transit Conference



On March 23 and 24, Local 100 played host to the Sisters in Transit Women's Conference, organized in conjunction with the TWU International and Local 234 in Philadelphia. The theme of the Conference was "Leading, Preparing for Change & Taking Action". The organizing committee for the event was co-chaired by Liz Wilson (MaBSTOA I) and Brander White (TA Surface). The many panels and speakers included keynotes by Congresswoman Yvette D. Clark of Brooklyn and Clayola Brown, President of the A. Philip Randolph Institute. The success of the conference reflects the growing role of women in the union, as well as on the job. Photos show: (1) attendees; (2) Brander White (TAS) and Celeste Kirkland (Power) with Congresswoman Clark (center); (3) Liz Wilson (OA 1) with Local 101's Josephine Arroyo and Marsha Spinowitz; (4) Oneisa Portlette (TAS) and Cassandra Williams (OA), and (5) Latonya Crisp-Sauray (TAS) and Liz Wilson (OA 1)

“Rat Free Subway” Campaign Rolls On



Michael Savarino, 29, a computer technician and amateur photographer, was the second winner of TWU Local 100's “most distinctive subway rat” photo contest in the union's ongoing “New Yorkers Deserve a Rat Free Subway” campaign.

Stations Vice President Maurice Jenkins made the presentation at the Bedford Avenue stop on the L Train, where Savarino took the winning photo of two rats cohabitating in a bag of chips.

The union launched the campaign against rats in September 2011 at Jamaica Center in Queens, at the time one of the worst rat offenders in the system. The MTA has responded with a thorough cleaning at Jamaica Center, and by adding \$1.6 million into the current budget to add two additional work trains for more frequent refuse pickups.



Local 100 Leads May Day March

Hundreds of Local 100 members and officers were visible front and center at this year's May Day march and rally from Union Square to Battery Park, with a stop at 2 Broadway to hear President John Samuelson and others demand a fair contract for transit workers. Thousands of union members, activists from Occupy Wall Street, and

concerned New Yorkers participated in the march. Photos show President Samuelson speaking at 2 Broadway rally, and scenes from the march and rally.



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1. Members presently participating have received improved benefits and increased limits. New members joining the program will have the same ability to obtain income tax-free monthly benefits of up to **\$3,000.00** if they become totally disabled.
2. Members are eligible for tax-free benefits after only 14 continuous days of total disability and payments may continue for a maximum of 24 months.
3. Pregnancy is treated the same as any other illness.
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To receive more information about Disability Income Protection Program, cut out and mail this information request form to:

Office of the Administrator, PO Box 512, Matawan, NJ 07747

Yes! I would like information about the following new benefit offering for TWU Local 100 Members:
(CHECK YOUR CHOICE)

☐ Disability Income Benefits

I am also interested in:

☐ Life Insurance With Guaranteed Cash Accumulation at 4.00%* and Living Benefits

☐ Critical Illness Benefits

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Information Request Form

Name: _____ Date of Birth: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____

Cell Phone: (____) _____ E-mail Address: _____

Work Address: _____ Dept: _____

City: _____ State: _____ Zip: _____

Work Hours: From: _____ am/pm To: _____ am/pm Days Off : _____

*After mortality & expenses

☐ Send me an application for the \$25,000 in TWU Local 100 Scholarships.

imc: 2011080101b

PLUGGING AWAY ON Health Care Issues

WHEN MANAGEMENT ANNOUNCED THAT THEY WERE CHANGING THE insurance companies that administer our health benefits (January 1, 2011), Local 100 demanded that they adhere to the contract, which assures us that our benefits under the new carriers would be **the same or better**. This has not been the case.

Local 100 is not letting management get away with it. On the one hand, we are addressing especially difficult issues through the grievance process and through PERB. On the other, we are working with management on particular problems they are inclined to solve and some real solutions have resulted.

While management has agreed to solutions of some key problems, on others they are dragging their feet. They would like us to pay again at the bargaining table for things we already have in the contract. That isn't going to happen. We will continue to push both in arbitration and away from it to safeguard every benefit coming to us.

Health Insurance Policy



Following are two of the most common issues our members encountered.

Problem: If you didn't live in or near New York City, you couldn't find a doctor.

Solution: As of January 1, 2012 all NJ members are enrolled in the Horizon BC/BS network, which offers the most providers in New Jersey. And, all New York members can use BC/BS's larger PPO network when they are outside the POS area.

Problem: Some diabetes medication and supplies

Next on Deck: the MTA Business Service Center

When our Health Benefits Trust was transferred to management operation a decade ago, responsibility for providing members and dependents with health benefits information and help with problems fell to TA Employee Benefits (EB). Local 100's Members Services Department developed in part to help members cope with EB. Now EB is on the chopping block, with management planning to replace it with the MTA Business Services Center (BSC). The changeover may take place as early as this summer.

Local 100 has sought important changes in the original plans, and the MTA has agreed to some of these.

Walk-ins. The original plans for the BSC had no provision for people visiting the office in person for help. In contrast, the EB had 22,000 walk-ins a year. The MTA has agreed to set up a walk-in center at 180 Livingston St.

Spouses. The original plans for the BSC had no provision for dealing with spouses. The MTA has agreed to develop a form so members can authorize a family member to handle health benefits matters.

Union representation. Authorized unions reps will have direct access to BSC supervisors to solve urgent problems.

Several additional issues remain under discussion. In the long term we cannot prevent the MTA from turning over benefit administration to the BSC. However, we can and will demand that it be done right.

were only available as the more expensive non-preferred brand products. That adds up when you need them every day.

Solution: All diabetes medicines and supplies are covered, with generic or preferred brand products available.

Problem: Transit dropped some spouses and domestic partners from coverage after eligibility audit.

Solution: Local 100 and ATU Locals 1056 and 726 filed a PERB charge over the issue. As a result, the MTA agreed to retroactively reinstate all spouses or domestic partners who were improperly dropped from health coverage due to the dependent eligibility audit they conducted in 2010. This means that there will be no break in coverage and that any bills their spouse may have incurred is eligible for coverage.



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TWU Marks Sad Memorials

Danny Boggs, Fifth Anniversary

LOCAL 100 MEMBERS AND OFFICERS, ON APRIL 25, 2012, marked the 5th anniversary of the tragic death on-the-job of Track Worker Danny Boggs. MOW Vice President Tony Utano, Track Division Chair Jack Blazejewicz, LES Chair John Chiarello, and brother track workers joined Boggs' widow, Bernadette, and daughter at the sad vigil at Columbus Circle on the Northbound 1 platform just yards from where he was killed on April 24, 2007.

Vice President Utano spoke of the dangers facing transit workers day-in and day-out on the tracks. He asked all in attendance "to look out for one another on the job."

Holding flowers in front of a memorial wreath, Berna-



dette Boggs choked back tears as a member of the NYCT Champlain's office read from the scriptures. five years ago," was the answer.

Marvin Franklin is Mourned at Hoyt-Schermerhorn

TRACKWORKER MARVIN FRANKLIN WAS MOURNED AT THE station where he was struck by a train five years ago, just days after the death of Danny Boggs. A delegation of Local 100 officers including President John Samuelsen, Secretary-Treasurer Earl Phillips, Administrative VP Angel Giboyeaux, MOW VP Tony Utano, rank and file members, and Rabbi Harry Berkowitz, the MTA Chaplain, turned out on the mezzanine. On April 29, 2007, Franklin, 55, became another TWU casualty after 22 years of working the night shift.

Franklin died as not only a brother Trackworker but as a renowned artist. Coming back from work every morning on the F train to Jamaica, Franklin



sketched other passengers and brought the drawings to the Art Students League on 57th Street, where he produced watercolors, oils and etchings based on his sketches.

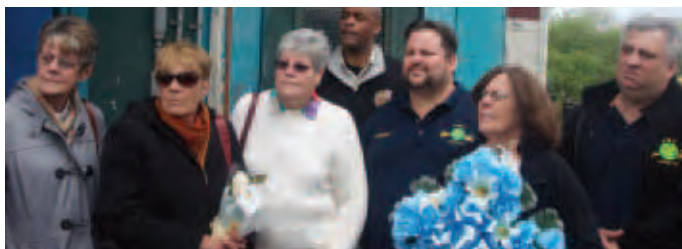
Nicholson and Walsh: Lost 22 Years Ago, But Never Forgotten

IN 1990 SIGNAL MAINTAINERS ROBERT NICHOLSON AND DANIEL Walsh were killed on the Culver Elevated just a stone's throw from the Kings Highway tower. In 2012 they were still being remembered. A score of people, including four of Danny Walsh's sisters and two representatives from the Of-

fice of the Chaplain, as well as active members and retirees, filled the wide area south of the tower to pay their respects.

President John Samuelsen and Chaplain Harry Berkowitz both spoke. Chaplain Danny Rodriguez offered a prayer, and retiree and former rep Dominick Spagnola was thanked by the Walsh family for his friendship and support for Danny and Robert. When the ceremony concluded, a wreath was laid along the catwalk.

We last lost a TWU member on the tracks in 2007. We hope the five years become five decades and then five centuries, but we will always remember those we lost and fight without let up for the safety of the living.



In Memoriam

Darrin Eutsay Is Mourned



Local 100 mourned the unexpected passing of Lighting Maintainer Darrin Eutsay on Sunday, April 1, 2012. He was only 48 and passed away at home of natural causes.

Local 100 representative Duane MacMenamie said everyone was in shock. "Darrin was the nicest guy you'd ever want to meet. Everyone loved him. We're all diminished by his passing."

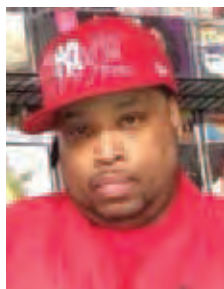
Norman Winston Pou Passes



Station Agent, union activist and former Executive Board member Norman Winston Pou passed away at home on April 12, 2012. Brother Pou was 49 and a life-long resident of Brooklyn. He graduated Brooklyn Tech HS in 1979. Station Division Vice President Maurice Jenkins said:

"Norman was family. His contribution will be missed. His spirit will be missed greatly. Our hearts go out to his family."

Trackworkers Mourn Death of Tyrone "Scratch" Scott



Local 100 Track Division Members and officers are mourning the unexpected passing of Brother Track Worker, Tyrone "Scratch" Scott. He was a 19-year veteran of transit. Brother Scott was on the job on April 25, 2012 at the T-6 field office at 16th Street & 8th Avenue when he

went into cardiac arrest at 6:00am. Paramedics feverishly worked on him for 45 minutes at the office and in the ambulance. Sadly, our union Brother was pronounced dead at Beth Israel Hospital. He leaves behind his wife, Jo-Ann Scott, sons Tyrone Scott Jr, and Kevin Brey, daughter Kallinah Wilson, mother, Yvonne Tweed Scott, and a host of friends and co-workers in TWU and NYCT.

W E M O U R N O U R L O S S

Local 100 mourns the passing of the following Active and Retired members.

Edward Bruington
Retired Transit
Authority member
on March 19, 2012.

Raul Alicea
Retired Transit
Authority member
on March 18, 2012.

Michael Kenny
Retired MaBSTOA
maintainer
on March 1, 2012.

Aimo I. Niskanen
Retired MaBSTOA,
maintainer
on January 28, 2012.

Richard H. Webb
Active Conductor/
Tower member
on December 27, 2011.

Harold Dunovant, Jr.
Retired Conductor and
union representative
on Nov. 15, 2011.

Albert G. Bitskey
Retired Railroad Clerk
on February 13, 2012.

Walter E. Talton
Retired Transit
Authority member
on April 4, 2012.

David Ford
Retired Electronic
Equipment Maintainer
on October 2, 2011.

Robert Chambers
Retired Track Workers
on December 5, 2011.

John Colucci
Retired Air Brake
Maintainer
on June 9, 2011.

James Haley
Retired Train Operator
on January 2, 2012.

Rudolfo Garcia
Retired MABSTOA
Bus Operator
on November 16, 2011.

John McNulty
Retired MABSTOA
Bus Operator
on February 3, 2012.

Thomas A. Williams
Retired Station Agent
on February 12, 2012.

Patrick Long
Retired TA Bus Operator
on March 14, 2012.

Charles Brown Jr.
Retired Conductor
on January 31, 2012.

Richard Webb
Active Conductor
on December 24, 2011.

Michael Boland
Retired Transit
Authority member
on April 19, 2012.

John Carter
Retired Transit
Authority member
on April 12, 2012.

Tyrone Scott
Active Trackworker
on April 25, 2012.

John Villanacci
Retired Transit
Authority member,
on April 12, 2012.

Stanley Kahn
Retired Transit
Authority member
on April 20, 2012.

Goldwin Morris
Retired Transit
Authority member
on April 9, 2012.

Robert Carmack
Retired Transit
Authority member
on April 21, 2012.

Wesley Pearman
Retired Track Worker
on May 1, 2012.

The Early Struggles for Equality

By James Gannon

The dedication of the 100 Street depot in Harlem on March 23, 2012 in honor of the 12 Tuskegee Airmen who found employment on the subways and buses after World War II is a powerful reminder of how early TWU advocacy for equality opened an avenue out of poverty for black workers. Local 100 President John Samuelsen said at the dedication (see page 14) that from the union's founding in 1934, "the hallmark of TWU Local 100 has been fighting discrimination, breaking down barriers and assuring equal opportunity for all workers." Our Union's Roots series this month will take a look back at some of the pivotal early battles that shaped the union's continuing fight for equality on the job.



Black workers in transit were relegated to porter positions as this 1938 photo in one of the bus depots demonstrates.

FROM ITS EARLIEST DAYS, TWU'S FOUNDERS DREW A line in the sand for equality in hiring and promotion.

When the CIO first chartered the union in 1937, TWU leaders insisted that the first constitution include language banning discrimination in membership based on race, creed, color or national origin.

For the first three years of its existence, TWU was affiliated with the International Association of Machinists. But the IAM's white's only policy in

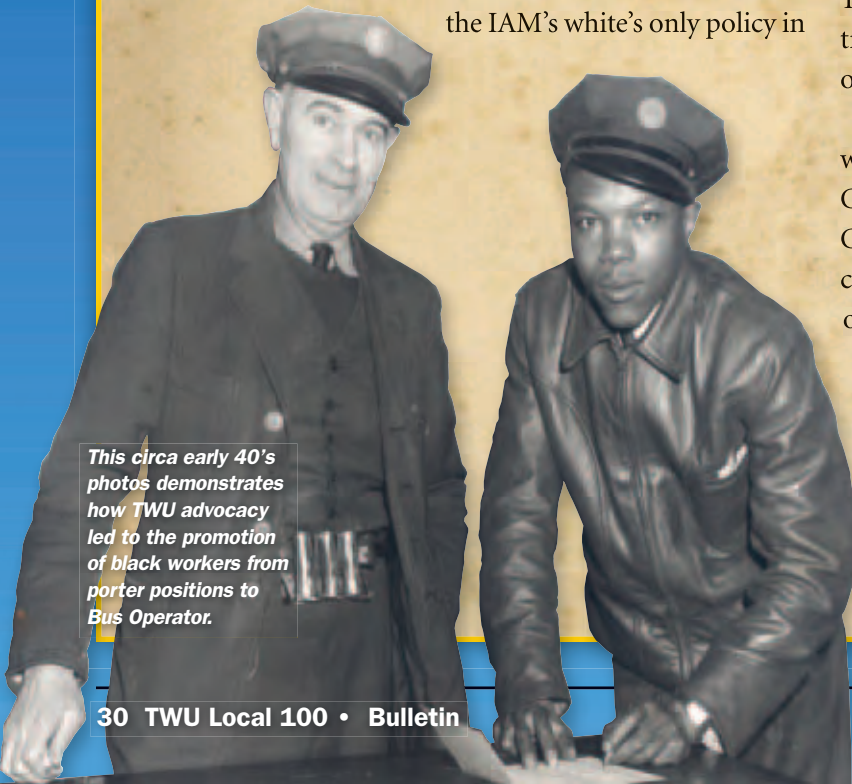
membership was abhorrent to TWU founding President Michael J. Quill.

In fact, Quill and other TWU delegates to the IAM's 1936 convention challenged the whites only policy, but were rebuffed.

A far more important challenge occurred the previous year during TWU's efforts to organize the IRT subway lines. Historically, black workers in both the subways and buses were relegated to porter positions, the lowest paid in New York City transit. Other unions had attempted to organize transit workers prior to TWU, but no one had ever reached out to the porters.

That changed in 1935 with TWU. The union worked with activists among the porters, and formed the Porters Committee for the Transport Workers Union. A Porters Committee flyer (reproduced on page 31) denounced the company union, known as the Brotherhood of Interborough Rapid Transit Company Employees, or simply, the Brotherhood as unresponsive to their needs. The flyer indicated that the Brotherhood used race as a wedge against TWU organization. "Only the company gains by keeping us lower paid, Jim-crowded, in fear, and in a position to be used as the first split in the workers' unity," it declared.

It went on to state: "We now have a chance to put



This circa early 40's photos demonstrates how TWU advocacy led to the promotion of black workers from porter positions to Bus Operator.

Equality in Hiring and Promotions

an end to the long road of abuses and discrimination... The Transport Workers Union is organizing ALL the workers in the industry. . . This union stands for full and equal rights for Negro and White workers.”

On May 15, 1937, TWU won the election among IRT workers by a wide margin. In the division that included the Porter’s title, the count was a stunning 1,452 to 69 for TWU. Afterwards, IRT Porter Clarence King was elected to TWU’s first Executive Board guaranteeing representation for the Porter title. But most importantly, the union’s first contract with IRT management established a breakthrough minimum weekly salary of \$25, a huge monetary gain for the Porters. Percentage wise, it far outstripped the gains made for other titles.

The following year, union advocacy pushed a resistant IRT to offer promotions to the Porters to higher paid titles. In 1940, unification of the subway lines, including the IRT, BMT and IND under the City of New York, legislated employment and promotions for black workers in the subways under the Civil Service law.

The fight, however, for promotions from the porter title on the privately owned bus systems was just beginning. On March 10, 1941, TWU struck Omnibus and 5th Avenue Coach after long and contentious negotiations broke down. One of the union’s demands included promotional opportunities for black workers. After 12 days on the picket lines,

the union and management agreed to intervention by the New York State Mediation Board, which fashioned an agreement devoid of the promotion issue.

Shortly after the strike, the union endorsed a boycott of the buses in Harlem by community activists, including Adam Clayton Powell. The protest lasted for a month. TWU President Mike Quill proposed hiring blacks and whites in equal numbers until black workers made up a reasonable percentage of the workforce in the Bus Operator and mechanics titles. The final agreement, hailed by the protestors, guaranteed the next 70 mechanics jobs for black workers, and as soon as 91 laid off white drivers were called back, the next 100 drivers positions were reserved for black workers.

One of the first six black workers to be hired as Bus Operator was Edward Lansing “Flash” Gordon. He got the nickname “Flash” because he had won an Olympic Gold medal in the longjump at the 1932 Los Angeles summer games.

He had also been a star college longjumper at the University of Iowa.

To give some historical perspective to the boycott, it was 14 years before the more famous Montgomery, Alabama bus boycott sparked by Rosa Parks. It was seven years before President Truman ordered desegregation of the military, and 13 years before the Supreme Court ordered public

TO ALL I. R. T. PORTERS -

QUESTIONS: How do the Porters fare under the new agreement recently handed down by the I. R. T. Company? While most of the I. R. T. employees got some concessions, the Porters are not counted in. The company continues its policy of discrimination against the Porters both as workers and Negroes.

WHY? Because we are not organized. The other I. R. T. workers got improvements only because they are organizing in the new union - the Transport Workers Union. The company has given them a few crumbs to stop the men from further organization. Imagine how much we all could get if we all were organized in this new union!

WHAT IS OUR POSITION? The company issues all kinds of orders to the Station Masters and Agents inciting them to beat us and help the company keep us down. In the "Brotherhood" company union we have no representation of our own. There was never a Porter Delegate there. We are bull-dozed into voting for the company men. And even if we had representation there it would not do us any good because it is a company union and looks out for the company's good.

We know that the other employees of the I. R. T. do not benefit by our special oppression. Only the company gains by keeping us lower-paid, starved, in fear, and in a position to be used as the first split in the workers' unity.

WHAT CAN WE DO? We now have a chance to put an end to the long road of abuses and discrimination. It is our duty and need to take advantage of this opportunity. The Transport Workers Union is organizing A L L the workers in the industry for better pay, shorter hours, decent jobs and human treatment. This union stands for full and equal rights for Negro and White workers. For full representation, building of office in the union and opportunity to any job in the industry to any employee, regardless of nationality, creed, race, color or belief.

LET US NOT DELAY! The sooner we join the Transport Workers Union with all the other transit employees, the sooner we will improve our working and living conditions.

JOIN US - TODAY! Issued by Porters Committee
GET OTHERS TO JOIN!! TRANSPORT WORKERS UNION
UNITY IS STRENGTH!! (Independent)

Application to Join the Transport Workers Union:

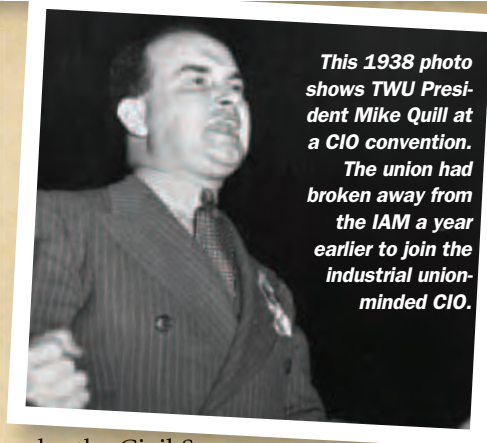
To the Transport Workers Union, Room 618, 80 East 11th St. NEW YORK

NAME..... POSITION.....

ADDRESS..... COMPANY.....LINE.....

BORNDOM..... DATE.....

Initiation \$10-Dues \$10 Weekly - ALL INFORMATION KEPT CONFIDENTIAL.



This 1938 photo shows TWU President Mike Quill at a CIO convention. The union had broken away from the IAM a year earlier to join the industrial union-minded CIO.



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